19. Turning Areas

Turning Provision

19.1 It is desirable for road layouts to be designed so that service vehicles do not need to reverse on the public road. Wherever practicable this should be achieved by the provision of access roads in the form of loops off the LOCAL DISTRIBUTOR ROADS, thus avoiding the need for turning areas and minimising dead mileage for delivery and service vehicles.

Turning Areas

19.2 In general, roads not of loop form (i.e. culs-de-sac) should preferably terminate in turning circles, which can be negotiated by all vehicles in forward gear. Where lack of space precludes the creation of a turning circle, or as a temporary solution as part of phased development, turning heads may be substituted, but the attendant dangers of reversing service vehicles should not be over looked. Any cul-de-sac over 110 metres long should have a turning circle.

Geometry

19.3 The dimensions of turning areas should suit the characteristics of the largest vehicle making regular use of the facility. In Residential Roads these will normally be refuse collection vehicles, while in industrial/commercial development it may be necessary to cater for 15.5 metres long articulated vehicles or 18 metres long draw-bar trailers. The turning areas detailed in Figures 19.1, 19.2 and 19.3 are based on the turning circles between kerbs of these vehicles.

Body Overhang

19.4 Where there is no adjacent footway, turning areas shall be provided with 2 metres wide verge or margin to allow for any overhang of vehicle bodies when manoeuvring.

Parking

19.5 The layout of a development should be designed to discourage casual parking in turning areas. This may be achieved either by locating turning circles well clear of frontage development, or by arranging that premises and designated parking bays take access via the turning area.

Informal Courtyards

19.6 In residential areas the use of less formal shapes for turning heads may be acceptable. Note that the shape should still incorporate the basic tuning head dimensions and be formed using standard radius kerbs.

Figure 19.1: Industrial Turning Circle and Banjo

Industrial Turning Circle
Scale 1:500

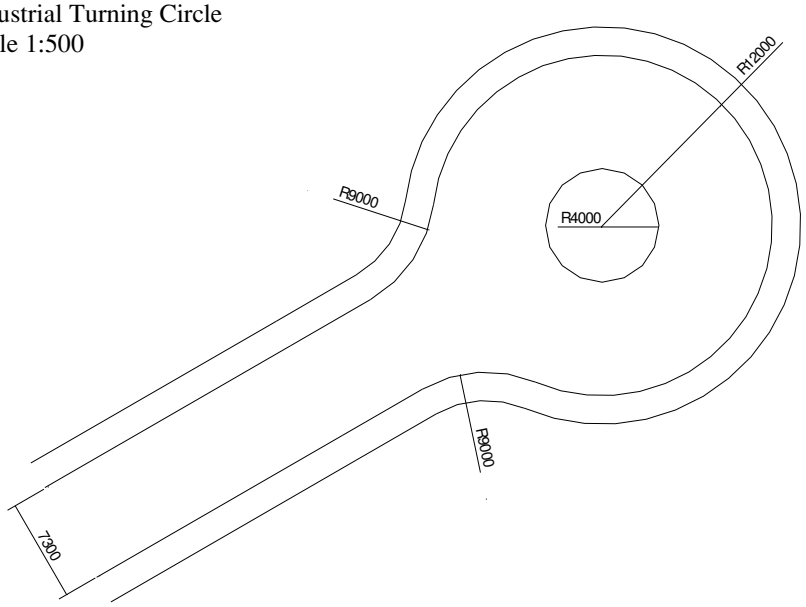


FIGURE 19.1(a)

Industrial Banjo
Scale1:500

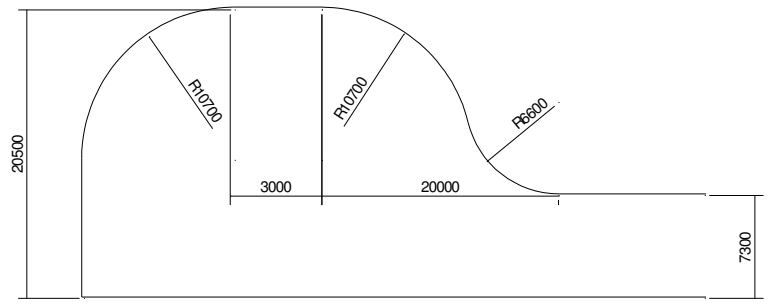
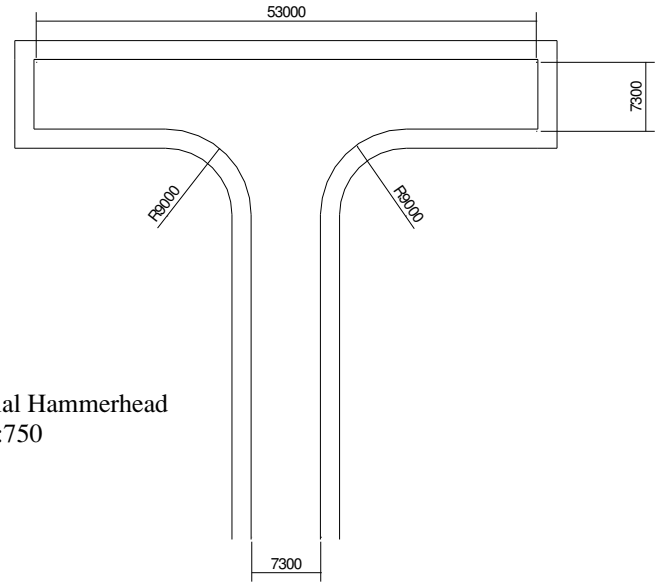


FIGURE 19.1(b)

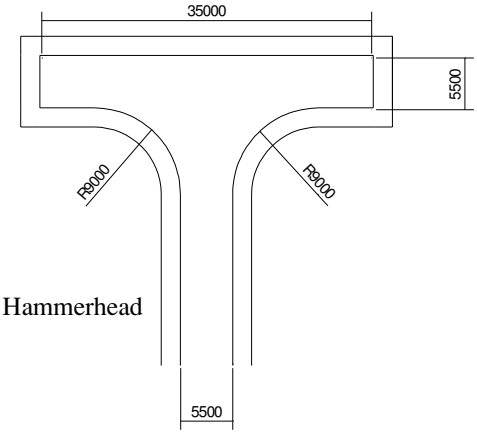
FIGURE 19.1 - INDUSTRIAL TURNING CIRCLE AND BANJO

Figure 19.2: Industrial and Residential Hammerhead



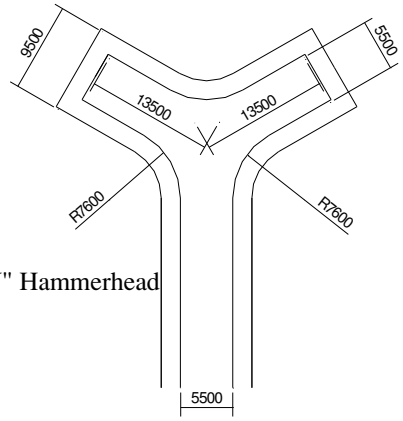
Industrial Hammerhead
Scale 1:750

FIGURE 19.2(a)



Residential Hammerhead
Scale 1:750

FIGURE 19.2(b)



Residential "Y" Hammerhead
Scale 1:750

Figure 19.2(c)

FIGURE 19.2 - INDUSTRIAL AND RESIDENTIAL HAMMERHEADS

Figure 19.3: Industrial and Residential Road Stubs

Industrial Road Stub
Scale 1:500

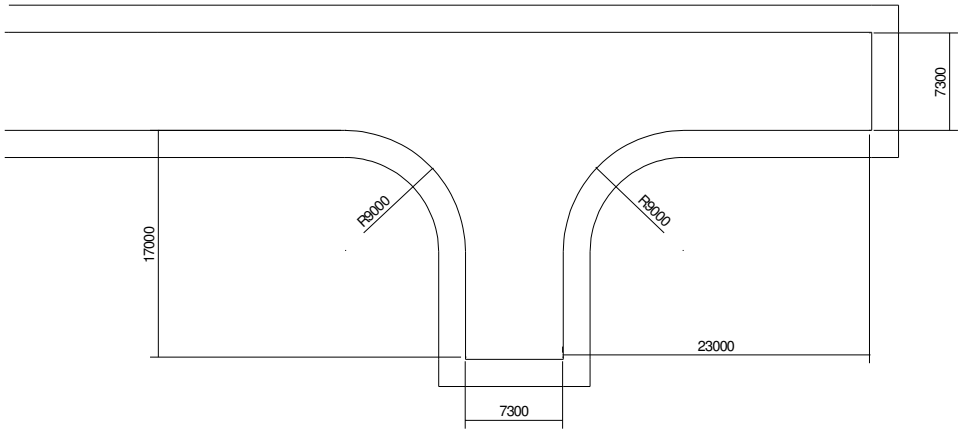


FIGURE 19.3(a)

Residential Road Stub
Scale 1:500

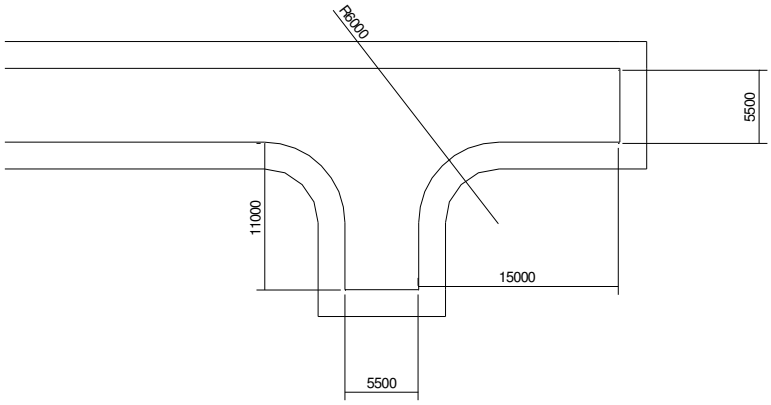


FIGURE 19.3(b)

FIGURE 19.3 - INDUSTRIAL AND RESIDENTIAL ROAD STUBS